

**ATTACHMENT J-2**

**RESPONSE LETTERS ON NOTICE OF PREPARATION (NOP),  
RESPONSE LETTERS ON SUPPLEMENTAL NOP,  
RESPONSE LETTERS ON NOTICE OF INTENT (NOI)**

**RESPONSES TO THE 2004 NOTICE OF PREPARATION**

This attachment contains the following responses to the 2004 Notice of Preparation:

**Responses from Cities and Local Agencies**

- City of Corona Public Works Department (December 16, 2004, 2 pages)
- City of Perris (December 21, 2004, 4 pages)
- City of Perris (December 17, 2004, 2 pages)

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PW-147-04



OFFICE OF: PUBLIC WORKS DEPARTMENT

815 WEST SIXTH STREET, P.O. BOX 940, CORONA, CALIFORNIA 92878-0940

CORONA CITY HALL - ONLINE, ALL THE TIME (<http://www.discovercorona.com>)

(951) 736-2236  
(951) 736-2496 (FAX)  
amadq@ci.corona.ca.us

December 16, 2004

Cathy Bechtel  
Riverside County Transportation Commission  
4080 Lemon Street, 3<sup>rd</sup> Floor  
PO Box 12008  
Riverside, CA 92502-2208

RECEIVED  
DEC 20 2004  
RIVERSIDE COUNTY  
TRANSPORTATION COMMISSION

Subject: Notice of Preparation for the Draft Environmental Impact Statement/Environmental Impact Report (EIS/EIR) for the Mid County Parkway Corridor Project

Thank you for the opportunity to comment on the subject Notice of Preparation (NOP) for the Draft Environmental Impact Statement/Environmental Impact Report (EIS/EIR) for the Mid County Parkway Corridor Project. We have reviewed the NOP package and offer the following comments and concerns:

1. The project's Impacts upon the already severely congested SR-91 Freeway, the I-15/SR-91 Interchange, the increasingly congested I-15 corridor both north and south of Corona, and adjacent Corona surface streets will need to be thoroughly analyzed in the Draft EIS/EIR. Mitigation measures to improve capacity to SR-91, the I-15/SR-91 Interchange, and I-15 are essential for the implementation of the Mid County Parkway.
2. The Draft EIS/EIR needs to identify a strategy for the timely implementation of critical projects that will need to be completed before the Mid County Parkway is connected to I-15 such as:
  - Widening the Westbound and Eastbound SR-91 from Pierce Street in Riverside to SR-241 in Orange County by adding a fifth general purpose lane in each direction
  - Providing a collector distributor system on SR-91 for Westbound and Eastbound traffic at the I-15/SR-91 Interchange
  - Widening and improving the direct connector for Northbound I-15 to Eastbound SR-91
  - Widening the Northbound and Southbound I-15 from the Mid County Parkway to SR-91 by adding general purpose lanes in each direction
  - Providing the Green River Interchange replacement
  - Providing the SR-91/SR-71 Interchange with direct connectors
  - Providing an arterial corridor connecting SR-71 to I-15 along the Pine Avenue, Schleisman Avenue, and Arlington Avenue roadways

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Page 2

3. The Draft EIS/EIR needs to address future capacity needs for 2030 relative to a new corridor to Orange County. In other words, assuming the Mid County Parkway is in place, what additional improvements are needed to support forecast travel demands in 2030 and what would the shift in traffic patterns be with and without a connection to Orange County. Also, when would those necessary improvements need to be in place?
4. The Draft EIS/EIR should include an analysis on impacts to and mitigation for the local street circulation system in the vicinity of Temescal Canyon Road, Eagle Glen Parkway, Bedford Canyon Road and local access to I-15.
5. The Draft EIS/EIR needs to include an implementation or funding program describing how the Mid County Parkway improvements can be accomplished and the approximate phasing/timing of the improvements.

The City of Corona generally supports the future development of a major corridor in the Inland Empire that will help save travel time, relieve traffic congestion along the SR-91 Freeway, and provide for goods movement within the County. However, the City of Corona's support is based on two major concerns being resolved:

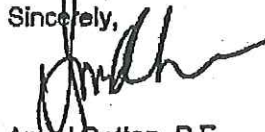
1. Prior to the Mid County Parkway being improved, the above mentioned mitigation measures are fully in place, and
2. A solution for Inter County Transportation has been developed, accepted, approved, and adopted.

Corona's major concern is that with the development of the Mid County Parkway, the CETAP Corridor to Orange County must be identified and a Locally Preferred Strategy for the new corridor to Orange County be accepted and approved by both Orange and Riverside Counties. Without the CETAP Corridor to Orange County, the City would be opposed to fully developing the Mid County Parkway. The City will never realize significant traffic congestion relief along SR-91 through Corona unless we have the development of a new corridor to Orange County in conjunction with the Mid County Parkway.

We are hopeful that the current Riverside County to Orange County Major Investment Study will be able to build consensus such that a Locally Preferred Strategy can be adopted to allow for the planning and implementation of a new CETAP Corridor between the two Counties. Only then will regional traffic pressure be reduced through the City of Corona.

Again, we thank you for the opportunity to provide our comments/concerns on the NOP. We are available to discuss any of the above at your convenience. Also, please note that I will be the primary contact for the NOP and the Draft EIS/EIR.

Sincerely,



Amad Qattan, P.E.  
Public Works Director

- c: Mayor Darrell Talbert  
Council Members  
Beth Groves, City Manager  
Bradly L. Robbins, Assistant City Manager  
Greg Irvine, Assistant City Manager  
Peggy Temple, Planning Director



70250 CB, GQ,  
EH



## CITY OF PERRIS

COMMUNITY DEVELOPMENT DEPARTMENT  
PLANNING DIVISION

135 NORTH D STREET, PERRIS, CA 92570-2200  
TEL.: (951) 943-5003 FAX: (951) 943-8379

December 21, 2004

Eric Haley, Executive Director  
Riverside County Transportation Commission  
4080 Lemon Street, Third Floor  
PO Box 12008  
Riverside CA, 92502-2208

RECEIVED  
DEC 27 2004  
RIVERSIDE COUNTY  
TRANSPORTATION COMMISSION

### MID-COUNTY PARKWAY CORRIDOR PROJECT - CITY COUNCIL RESOLUTION

Dear Mr. Haley:

*att.*  
On December 17, 2004, the City of Perris responded to RCTC's Notice of Preparation for the proposed Mid-County Parkway project. This response included reference to a previously approved City Council Resolution expressing the City's preference for the "North Perris Alignment."

Resolution No. 3333 is attached for your review. It indicates the City's desire to accommodate a Mid-County Parkway, and recognizes both the North and South Alignment alternatives. The Resolution indicates that the proposed South Alignment would create adverse impacts to existing and future development in Perris and would divide the community in a manner which could result in negative social effects. The Resolution expresses a strong preference for the Northern Alignment.

Thank you for considering the comments contained herein. If you have any questions or comments about the information contained herein, please call me at (951) 943-5003 ext. 272.

Sincerely,

Brad Eckhardt, Project Planner

Attachment: City of Perris, Resolution 3333

cc: Ms. Cathy Bechtel, Director of Transportation Planning and Policy Development  
Riverside County Transportation Commission

Hector Apodaca, City Manager  
Olivia Gutierrez, Community Development Director  
Habib Motlagh, City Engineer

**RESOLUTION NUMBER 3333**

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF  
PERRIS, COUNTY OF RIVERSIDE, STATE OF  
CALIFORNIA, DESIGNATING THE NORTH PERRIS  
ALIGNMENT FOR THE MID-COUNTY PARKWAY AS THE  
LOCALLY PREFERRED ALIGNMENT**

**WHEREAS**, the City Council of the City of Perris ("City") recognizes the need to accommodate the growing regional east-west movement of traffic between and through San Jacinto, Perris and Corona that is due in part to the substantial population and employment growth in western Riverside County; and

**WHEREAS**, the City acknowledges that the Riverside County Transportation Commission ("RCTC") has designated a study area for the proposed Mid-County Parkway, which encompasses an area north and south of the existing roadway known as Cajalco Road between I-15 and I-215 and Ramona Expressway east of I-215; and

**WHEREAS**, RCTC has proposed two alternate alignments of the Mid-County Parkway within the study areas referred to herein as the North and South Alignments; and

**WHEREAS**, the City has studied the North and South Alignments proposed by RCTC within the study area and the City boundaries; and

**WHEREAS**, the City finds that the South Alignment would create negative adverse impacts to existing and future development in the City of Perris, and would divide the community in a manner which could result in negative social and other impacts to the City; and

**WHEREAS**, the City believes that the North Alignment would not create the negative impacts that would result from the South Alignment, and further, that the North Alignment will improve circulation for North Perris industrial and commercial land uses and assist in the economic growth of the City; and

**WHEREAS**, the City finds that certain interchanges, crossings and drainage improvements will be necessary for the North Alignment of the Mid-County Parkway; and

**WHEREAS**, the City desires to formally notify the lead agency, RCTC, of the City's preference for the North Alignment, and to request RCTC to adopt the North Alignment in the project and environmental review process;

**NOW, THEREFORE, BE IT RESOLVED** by the City Council of the City of Perris as follows:

I hereby certify, under the penalty of perjury, that the above and foregoing is a true and correct copy of Resolution Number 3333, as adopted by the City Council of Perris, California, on the 9th day of November, 2004.

By: 

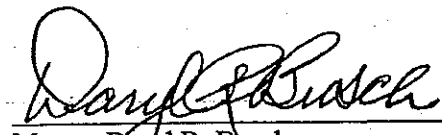
**Section 1.** The foregoing recitals are true and correct and are incorporated herein by reference.

**Section 2.** The City Council hereby designates the North Alignment for the Mid-County Parkway as the locally preferred alignment within the City limits. The City requests and encourages RCTC to adopt the North Alignment during the project and environmental review process.

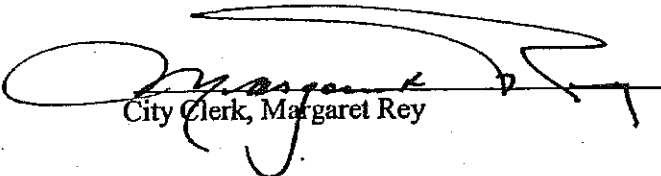
**Section 3.** The City Council further finds and determines that the development of the Mid-County Parkway in the City will require the construction of related critical facilities, including, but not limited to, interchanges at Ramona Expressway and I-215, Perris Boulevard, and Evans Road; crossings at Indian and Redlands Boulevard; drainage improvements and bridges at the Perris Valley Channel; and a crossing over the proposed line E channel.

**Section 4.** The City Council hereby directs that all future development within the study area, including those projects currently in the review process, be conditioned to preserve sufficient right of way along the North Perris Alignment to accommodate the Mid-County Parkway.

**ADOPTED, SIGNED and APPROVED** this 9<sup>th</sup> day of November 2004.

  
\_\_\_\_\_  
Mayor, Daryl R. Busch

ATTEST:

  
\_\_\_\_\_  
City Clerk, Margaret Rey

RESOLUTION NUMBER 3333

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STATE OF CALIFORNIA )  
COUNTY OF RIVERSIDE ) §  
CITY OF PERRIS )

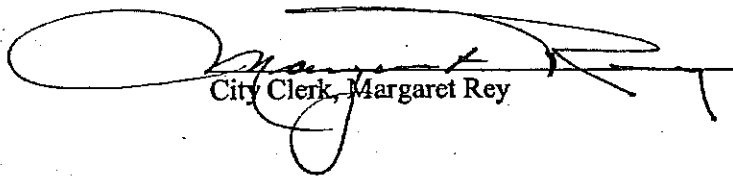
I, Margaret Rey, CITY CLERK OF THE CITY OF PERRIS, CALIFORNIA, DO HEREBY CERTIFY that the foregoing Resolution Number 3333 was duly and regularly adopted by the City Council of the City of Perris at a regular meeting held the 9<sup>th</sup> day of November, 2004, and that it was so adopted by the following vote:

AYES: Motte, Rogers, Yarbrough, Landers, Busch

NOES:

ABSENT:

ABSTAIN:

  
City Clerk, Margaret Rey





# CITY OF PERRIS

COMMUNITY DEVELOPMENT DEPARTMENT  
PLANNING DIVISION

135 NORTH D STREET, PERRIS, CA 92570-2200  
TEL.: (951) 943-5003 FAX: (951) 943-8379

December 17, 2004

Ms. Cathy Bechtel  
Riverside County Transportation Commission  
4080 Lemon Street, Third Floor  
PO Box 12008  
Riverside CA, 92502-2208

RECEIVED  
DEC 27 2004  
RIVERSIDE COUNTY  
TRANSPORTATION COMMISSION

## NOTICE OF PREPARATION FOR THE DRAFT EIS/EIR ON THE MID-COUNTY PARKWAY CORRIDOR PROJECT

Dear Ms. Bechtel:

Thank you for including the City of Perris as a Responsible Agency regarding the preparation of a joint Environmental Impact Statement/Environmental Impact Report for the Mid-County Parkway Corridor project. The City of Perris welcomes the addition of this important transportation facility in north Perris. Staff has reviewed your Notice of Preparation and respectfully submits the following comments:

1. **Previous Public Involvement.** Page 2 of the Notice of Preparation (third paragraph in the Background section) notes previous public involvement regarding adverse impacts to existing communities for the alternatives located north of Lake Mathews. However, this section does not convey similar public comment regarding alignment alternatives within the City of Perris.

The City of Perris is on record as supporting the north alignment (Alternatives 2, 4 and 6, as identified in the NOP). The City has made this position clear at RCTC Board Meetings and Technical Advisory Committee Meetings. In November 2004, the City Council passed a Resolution in support of the north alignment. This resolution was intended to reduce any remaining uncertainty for local residents, government agencies, and the development community.

2. **San Jacinto River Plan.** The floodplain evaluation should consider future implementation of the San Jacinto River Plan. The River Plan is a collective endeavor between the Riverside County Flood Control District, City of Perris, and multiple land development companies with property located in the lower San Jacinto River floodplain (between Ramona Expressway and Railroad Canyon). The plan is intended to mitigate flood hazards associated with the Perris Valley Storm Drain and San Jacinto River floodplains, preserve or enhance the diverse biological resources of the corridor, and allow for responsible growth and development.

Any proposed crossing of these waterways should recognize the provisions of this plan, and comply with its contents.

B.1.9.2.1

3. **Community Impacts.** This section appropriately devotes substantial attention to potential impacts on local communities. The City of Perris is particularly concerned with the potential of the southern alignment to physically divide a large resident population (approximately 3,750 new and developing single-family dwellings in the May Ranch, Villages of Avalon and New Horizons planned communities) from various City services such as shopping, recreation and education. In addition to dividing the community, it is our concern that the proposed southern alignment would negatively impact other existing residential and educational land uses along the planned corridor, eliminate an existing industrial park, adversely impact an existing retail center potentially inciting retail flight, and obstruct the flow of traffic in a north south direction.
4. **Impact to Local Streets.** Currently, vehicle trips within the City of Perris flow relatively unimpeded in a north-south direction between the Ramona Expressway and I-215. These facilities serve as existing edges that funnel traffic into specific crossings. The proposed northern alignment would reinforce these existing travel patterns without creating a new obstruction. The Southern alignment could create routing distortions within existing travel patterns, making it costly for the City to adjust roadways and other transportation systems to accommodate these trips. The City requests that a detailed study of impacts to local streets be included in the EIR/EIS.
5. **City of Perris General Plan 2030.** The City of Perris is nearing completion of a three year effort to update the City's General Plan. The public comment period for General Plan EIR has expired and public hearings are scheduled for February and March of 2005. As part of this effort, the City has created a Special Study Area Overlay along the proposed northern alignment which recognizes the future development of a Mid-County Parkway and the need to create flexible land use categories for the special circumstances afforded by parkway interchanges. It is intended that the large commercial/industrial parcels along the northern alignment would create highly marketable properties for premier tenants in search of increased exposure. By contrast, the interchanges along the planned southern alignment are approved for single-family homes at one location and developed with a mobile home park at another.

Thank you for the opportunity to comment on this important project. If you have any questions or comments about the information contained herein, please call me at (951) 943-5003 extension 272. Thanks again for your consideration of these comments.

Sincerely,



Brad Eckhardt, Project Planner

cc: Hector Apodaca, City Manager  
Olivia Gutierrez, Community Development Director  
Habib Motlagh, City Engineer